

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

OMB No. 10024-0018

INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

1 Name of Property

historic name Milan Railroad Depot (preferred)

other names/site number Quincy, Missouri & Pacific Railroad Depot

2 Location

street & number junction of East Third Street and Short Street [n/a] not for publication

city or town Milan [n/a] vicinity

state Missouri code MO county Sullivan code 211 zip code 63556

3 State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this
[X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In
my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be
considered significant [] nationally [] statewide [X] locally.
(See continuation sheet for additional comments [].)

Signature of certifying official/Title Claire F. Blackwell/Deputy SRPO

Date

Missouri Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria.
(See continuation sheet for additional comments [].)

Signature of certifying official/Title

State or Federal agency and bureau

4 National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date

- [] entered in the National Register
See continuation sheet [].
[] determined eligible for the
National Register
See continuation sheet [].
[] determined not eligible for the
National Register.
[] removed from the
National Register
[] other, explain
See continuation sheet [].

8 Statement of Significance

Applicable National Register Criteria

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

Transportation

Architecture

Periods of Significance

1882-1939

Significant Dates

n/a

Significant Person(s)

n/a

Cultural Affiliation

n/a

Architect/Builder

unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9 Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey

#

☐ recorded by Historic American Engineering Record

#

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State Agency

☐ Federal Agency

☐ Local Government

☐ University

☒ Other:

Name of repository: Sullivan County Historical Society

10 Geographical Data

Acreage of Property less than one acre

UTM References

A. Zone Easting Northing
15 490170 4450040

B. Zone Easting Northing

C. Zone Easting Northing

D. Zone Easting Northing

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11 Form Prepared By

name/title Betty J. Cochran/Secretary

organization Sullivan County Historical Society

date July 5, 1995

street & number Route 1, Box 199

telephone 816/265-4740

city or town Milan

state MO

zip code 63556

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Sullivan County Historical Society

street & number North Water Street

telephone n/a

city or town Milan

state MO

zip code 63556

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Milan Railroad Depot (*preferred*)
Sullivan County, MO

Summary: The Milan Railroad Depot (*preferred*), East Third Street, Milan, Sullivan County, constructed 1882, is a one-story, Craftsman-influenced, frame building of primarily rectangular shape; it rests on a foundation of wood timbers. The building is covered with a hipped roof which flares over wide eaves, which are supported by heavy, curved brackets. The east elevation is broken by a projecting telegrapher's bay which extends above the roof to a complex, hipped and ribbed dormer decorated with a single fanlight. The west elevation, which houses two doorways, is dominated by a porte-cochère supported by heavy columns supported on brick piers; a flared, hipped roof also covers the porte-cochère. A brick platform which varies in width from six to twelve feet encircles the depot. In 1983, some restoration work—primarily repair of deteriorated materials—was done and the depot was once again painted its original colors, red with green trim. Immediately to the north of the depot a frame hand-car storage shed is located; constructed circa 1920-1930, it is counted as a contributing building. To the east of the depot, on a short section of track, a railroad caboose acquired circa 1984 has been placed; although clearly associated with railroad transportation, it is not directly associated with the depot and has been counted as a noncontributing structure. The depot is essentially unaltered from its original construction; it is one of the best preserved, frame depots in the state.

Narrative:

The depot, commonly known as the Milan Railroad Depot was built in 1882 to accommodate passengers and freight arriving and departing on the Quincy, Missouri and Pacific Railroad. Like many communities of that era, Milan was eager to participate in the growth and development the railroad would bring. In 1870 the citizens of Sullivan County voted to subscribe \$200,000 for capital stock of the Q.M.&P Railroad and the agreement contained the following stipulation: "Said railroad to be located and constructed through the county from east to west, in a line as nearly through the center of the county as practicable; the railroad company to locate, build and maintain a general freight and passenger depot within one-half mile of the town of Milan." ¹ Construction of the tracts began in Quincy in 1870. The "Quincy Route's" arrival in Kirksville (about 35 miles east of Milan) in 1872 marked the end of the tracks for seven years because of the depression and financial problems. It was 1879 before the rails reached Milan. The railroad ceased its operation in the county as a connection point in 1939. The period of significance then is from 1882 to 1939. Although the depot was erected when the railroad was owned and operated by the Quincy, Omaha and Kansas City Line, it served six different railroad lines during its period of significance. Therefore, Milan Railroad Depot is the common and preferred name.

¹ History of Adair, Sullivan, Putnam and Schuyler Counties, Missouri. (Chicago: The Goodspeed Publishing Company, 1888) p. 108.

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November 16, 1982, the Milan Depot and a piece of land approximately 75 x 130 feet was deeded to the Sullivan County Historical Society. Also acquired at that time was a hand-car storage shed which sits north of the depot. Shortly after that, the MFA gave an old box car to the Society, and it sits north and west of the depot. A few years later a railroad caboose was acquired, and it sits on fifty feet of the original track on the old track bed east of the Depot. A brick platform between 6 and 12 feet wide extends around the depot. In 1983 some restoration work was done and the depot was painted the original colors--red trimmed in green. The building is maintained by the Historical Society as a museum with railroad memorabilia. In over one hundred years there has been very little alteration on the building, and it retains its integrity as one of the best preserved depots of its era in the State.

Exterior

The Milan Railroad Depot is a one-story rectangular, wood building 54 by 22 feet and sits where it was constructed in 1882, on East Third Street at the eastern edge of town.

East Side

The east side faces the caboose on the abandoned track bed. It was designed to give arriving passengers a favorable impression of the town of Milan, as well as serve the needs of the railroad. The dispatcher's bay window extends five feet and is topped by a dormer with a fan-shaped window consisting of four panes. The roof of the dormer is pentagonally shaped. The bay window contains three 6 x 3 feet double hung windows with six panes above and one below. Four iron bars, evenly spaced, span the lower sashes of the three windows. The word MILAN is printed in 10-inch letters above the middle window. There is a door leading to the waiting room and one going to the freight room. The two windows are double hung with six panes above and six below and measure 4 1/2 feet wide by 4 feet tall. The clapboard siding is vertical tongue-and-groove for three feet and is capped with a four-inch horizontal trim board. Clapboard then continues horizontally up to the roof.

South Side

The siding configuration is the same as that on the other sides of the structure. A single window is double hung with six panes above and six below.

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West Side

This is the side seen as people coming from "up town" approach the station. An attractive feature is a covered "drive-thru" portico designed for arriving and departing passengers and freight. The portico is 20 feet in length and 14 feet wide. The word MILAN appears on the top board. One door leads to the waiting room and one leads to the freight room. Each of the two windows is double hung with six panes above and six below. They also are 4 1/2 by 4 feet. A longer window between the doors is double hung with one over four. The siding is of the same configuration as the other sides.

North Side

The north side contains a sliding door which opens from the inside. The opening is 8 feet wide and 7 feet tall. There is a small window one foot by 4 feet with four panes high near the right hand corner. The siding configuration is the same as that on the other sides.

Roof and Foundation

The hip roof is constructed of galvanized tin overlaid with zinc. The metal shingles are eight inches by ten inches and each contains an imprint of an arrow-shaped design. The roof is in good repair. In 1983 it was painted green to match the trim around the doors and windows. Underneath the metal roof is a wooden shingle roof. The eaves have an overhang of five feet and are supported by two wooden brackets at each corner and one on each side of the bay window. The wooden brackets are of curved wood with a knob on each end to add a decorative look.

The depot sits on treated beams 8 feet long, 12 by 12 inches--probably railroad ties. The wooden beams are embedded in sand. The foundation is covered with siding.

Interior

The building is rectangular in shape with three rooms. The ceilings are eleven feet nine inches high. The wood walls and two and one-half-inch pine floor boards all appear to be original.

Waiting Room

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The waiting room (south) is 20 x 21 feet with a door leading to the outside on both the east and west sides. The door on the east has a transom with two panes and the one on the west has a transom with one pane. The southeast corner contains a rest room, 8 feet 8 inches by 3 feet 10 inches, with a ceiling height of only 6 feet 4 inches; it is inoperable and will be removed. The date of this addition is unknown. The wainscoting, using tongue-and-groove boards, is 5 feet 2 inches high and capped by a two inch horizontal board. The boards then continue to the ceiling in a checkerboard pattern 4 feet square using alternating diagonal and horizontal boards. The vertical boards and cap board are painted gray. Above the cap board the walls are painted yellow. These are the original colors. There are three windows--one on the east, one on the south and one on the west. Each is double hung with six above and six below. Two counter-high openings give access to the dispatcher's office--one for tickets and the other for telegraph service. A pot-belly stove still stands in the room. Other original furnishings are a bench and time table.

Middle Room

The dispatcher's office is 12 feet 2 inches by 21 feet, plus the bay window. The west end of the room is slanted inward to be symmetrical with the bay window. On the south wall, at counter height, is a sliding window which gave the dispatcher contact with the passengers for the purpose of selling tickets, etc. A few feet to the right is another sliding window used for telegraph service. On the north wall, also at counter height, is a sliding window enabling the dispatcher to have contact with the freight room. All these windows slide upward. On the south wall there is a door near the west wall which leads to the waiting room. On the north wall near the center there is a door which leads to the freight room. In the room there are two chimneys. The one on the south wall is free-standing with brackets and the north one has an enclosed base containing storage shelves. Both chimneys project into the room. The bay window, on the east, extends five feet and contains three double hung windows, 3 feet by 6 feet, with six panes above and one below. The walls have the same configuration as those in the waiting room.

Freight Room

The freight room (north), 20 feet 6 inches by 21 feet, has a sliding door on the north wall which opens from the inside. The door measures 7 feet 1 inch by 8 feet 2 inches with iron attachments mounted at the top that slide over a mounted bar. There is a door on the west wall with a one pane transom and a door on the east with two panes in the transom. There is one window on the west and one on the east. Both are double hung, six over six, 4 1/2 by 4 feet. High in the northwest corner is a small window one by four feet with four panes.

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Immediately to the north of the depot is a small, one-story, frame building used as a hand-car storage shed by the railroad. The building is covered with novelty wood siding, rests on a foundation of wooden ties, and is covered with asphalt shingles. Constructed circa 1920-1930, the building falls within the period of significance and is related to the area of significance of transportation; it is, therefore, counted as a contributing building.

A fifty foot section of railroad track has been placed to the east of the depot, on the grade formerly used by the QM&P Railroad rails. Circa 1984, a railroad caboose was donated to the Sullivan County Historical Society and placed on the track section. Although the caboose is clearly related to rail transportation, it has no direct connection to the depot nor significance associated with the rail lines which served Milan; it is counted as a noncontributing structure.

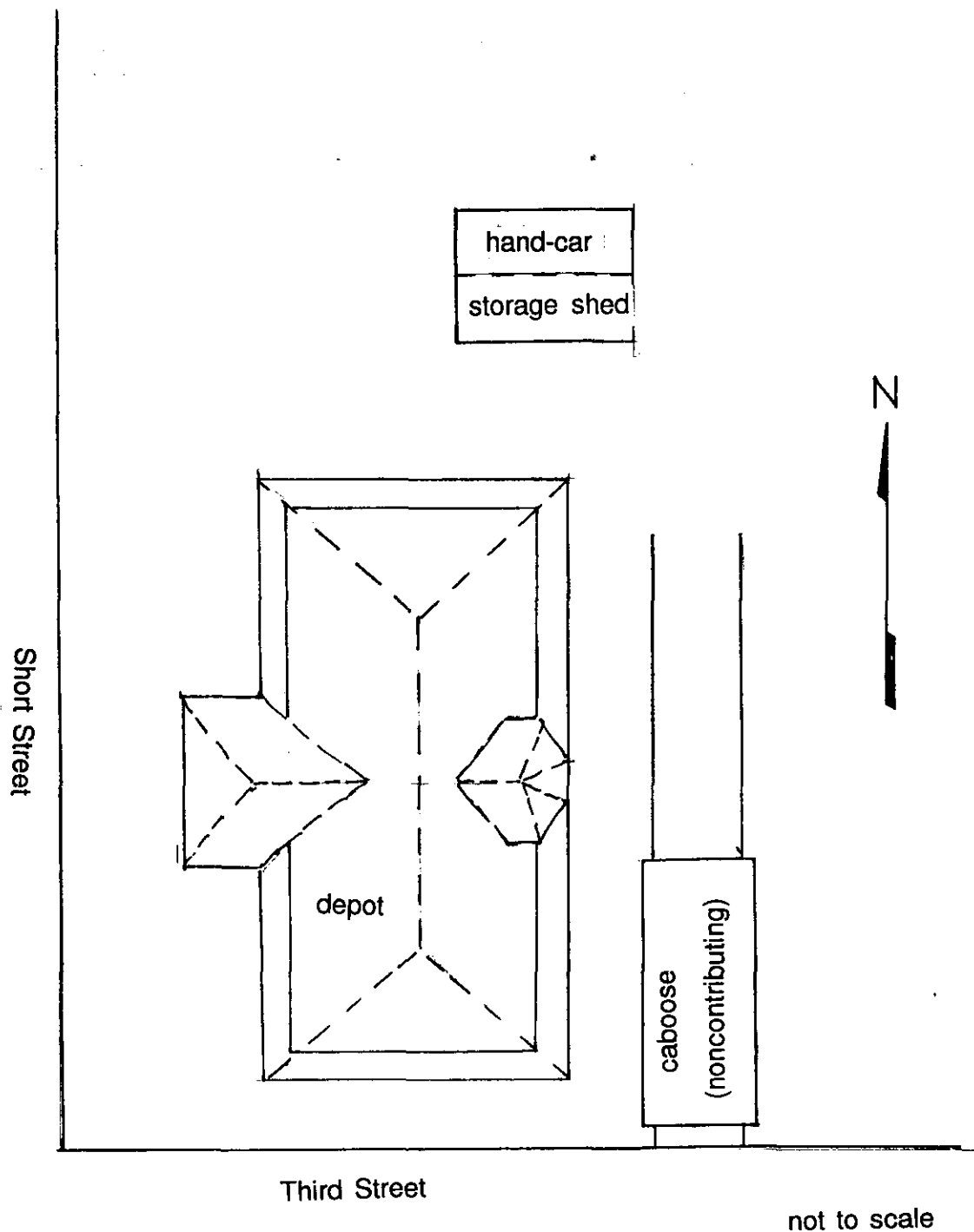
Although the landscape has changed since 1882, the Milan Railroad Depot and associated hand-car storage building represent the period of significance and exhibit a high degree of integrity. The original clapboard siding on the depot is in good repair and is painted the original red with green trim. The only alteration to the depot is the walled-off space in the waiting room for a rest room. The rest room is no longer operable and the historical society plans to remove it. Inside, the walls and trim are original and are painted the original yellow and gray colors. The original pot-belly stove, dispatcher's desk, passenger bench, and time table add to the sense of time and place. The building and contents look much as they did when service was discontinued.

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Milan Railroad Depot (*preferred*)
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Summary: The Milan Railroad Depot (*preferred*), East Third Street, Milan, Sullivan County, is significant under Criterion A in the area of transportation and under Criterion C in the area of architecture. Constructed in 1882 for the ill-starred Quincy, Missouri & Pacific Railroad, the depot and associated hand-car storage shed are the only remaining buildings constructed and used by the railroads which were a major industry for the town, as well as its economic conduit. A division and junction point for the Quincy Routes and the Burlington & Southwestern and its successor routes, Milan also boasted a round house, railroad shops, and coal chutes, and narrowly missed being the location for the division headquarters; the depot and storage shed are the only reminders of the enormous impact of the railroads on the community. The depot is also an excellent example of an early, small town, standard combination depot. Built to a standardized plan, the station symbolized the rail line and was perhaps the most identifiable symbol in most midwestern towns. The Milan depot is an excellent and relatively rare frame depot and retains a degree of integrity unusual for most Missouri depots. The period of significance extends from the construction of the depot in 1882 to 1939, when rail service was discontinued. The preferred name for the depot is the Milan Railroad Depot. Although the route was the Quincy, Missouri and Pacific Railroad when the depot was constructed, the troubled railroad did not use any one name for very long; during the period of significance, there were six different owners or corporate designations. Traditionally, the depot has been referred to by the name of the community it served.

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Milan Railroad Depot (*preferred*)
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Historical Background and Significance

On January 6, 1837, the Missouri state legislature carved Linn County out of Howard County and, also, provided that all territory north of the new county would be attached to it for civil and military purposes. In 1843, boundaries were determined for a portion of the unorganized territory, designated Highland County (later called Sullivan), although its population was not sufficient to permit the establishment of a county government. The following year a state census affirmed that Highland County finally had attained sufficient population for its organization. On February 14, 1845, Highland County was organized as Sullivan County. On May 1, 1845, a site of fifty acres, on the farm of Armstead C. Hill near the geographic center of the county was selected as the county seat. Ten streets were laid out in a Shelbyville pattern around the courthouse square of the town, designated Milan; First through Fifth streets ran east and west, while Broadway, Market, Main, Water, and Vine Streets ran north and south. Although the original plat was never filed, the first sale of lots in the town was held on May 5, 1846. The town survey was finally completed in 1850 when thirty-one blocks and a total of 145 lots were recorded.²

Between 1850 and 1860, population of the county surged from 2,983 to 9,108. Growth in subsequent decades was less dramatic. In 1870, Sullivan County recorded 11,907 inhabitants; in 1880, the population had reached 16,569.³ The phenomenal growth of the 1870's could be attributed to the coming of the railroad. Missouri, with its strategic location in the center of the nation, shared in the railroad mania when transcontinental railroads were proposed. By the end of the Civil War, 810 miles of track were in the state--all south and east of Sullivan County. In July and September 1869, voters of Sullivan County denied bond issues intended to subsidize construction of the North Missouri Central Railroad through their county. The following year, in a special election on February 22, 1870, they did vote to subscribe to a \$200,000 bond issue for the Quincy, Missouri and Pacific (QM&P), which agreed to build its line across the county from east to west as near to the center of the county as possible and to locate depots at Milan, Green Castle, and Wintersville. Incorporated on June 29, 1869, in Quincy, Illinois, the QM&P, or Quincy Route, proposed to construct a line from a point on the Mississippi River opposite Quincy to a point on the Missouri River opposite Brownsville, Nebraska. Work began on the route almost immediately, and by April 25, 1872, it was complete between Quincy, Illinois, and Edina, Missouri. By the end of the year, the road had reached Kirksville, thirty-five miles east of Milan. With the Panic of 1873, work was

² History of Adair, Sullivan, Putnam, Schuyler Counties. Chicago: Goodspeed Publishing Company, 1888/

³ Crumacker, Gladys Wells. The Complete History of Sullivan County, Missouri. Volumes I and II. Edited by Robert Wilson. Milan: History Publications, Inc. 1977. Vol. I, pp. 1 - 12.

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suspended; however, by 1877, work resumed and the railroad reached Milan in 1879.⁴

The "Quincy Route", often referred to as a farm-to-market railroad had a history of financial difficulties. Its construction depended on local subscriptions, mortgages and bond issues as tracks were laid from one town to the next. Because of light traffic on the railroad, and consequently low revenue, the QM&P was leased to the Wabash, St. Louis and Pacific from 1879 to 1886. In 1881, the route was extended to Trenton, where construction again halted. From 1886 to 1888 it was operated as an independent line. In 1888, the QM&P was reorganized as the Quincy, Omaha and Kansas City (QO&KC) or "O. K. Line," as well as its earlier Quincy Route identity.

Milan Railroad Depot is the preferred name because when the citizens first subscribed \$200,000 it was for capital stock in the Quincy, Missouri and Pacific Railroad. By the time the construction was completed, the Quincy, Omaha and Kansas City owned the railroad. During the period of significance, there were six different owners of the railroads using the Milan Depot.

In 1871, a year after voting the bond issue for \$200,000 to finance the Quincy Route, the citizens of Sullivan County subscribed \$200,000 in bonds to the St. Joseph and Iowa Company to construct a line north and south through the county. The railroad and the bonds were acquired by the Burlington and Southwestern, which agreed to continue the construction. Construction on this line also halted with the Panic of 1873, but was finally completed to Milan in 1874 and through the county in 1876--three years before the east west line was completed to Milan. When the Quincy Route came, Milan became a junction point. A third line, the Chicago, Milwaukee & St. Paul, ran north and south through the western part of the county, but did not enter Milan. When completed, these three railroads enabled the county to have connections with Kansas City, St. Louis, Chicago and all points east.

The railroads brought growth and change to the county. On September 27, 1887, the Milan Republican observed that "already change is coming over our town and people. Strange faces are seen on our streets daily and houses to rent are in demand." In 1893, the county shipped 1,145 bushels of wheat, 4,815 bushels of corn, 2,428 bushels of oats, 12,610 bushels of potatoes, 322,585 pounds of poultry, 230,650 dozen eggs, 89,435 pounds of butter, 3,250 bushels of timothy seed, 107 cars of railroad ties, and 98 cars of wood. The following year the county shipped 457 carloads of cattle, 127 cars of hogs, 16 cars of horses, and 42 cars of sheep⁵. Local newspapers told of new settlers arriving at the depot with household goods and livestock, a band of musicians from the neighboring town of Humphreys arriving to help with a celebration, a group of Masons

⁴ Cooper, Ralph L. and Michael R. Johns. Hogback Road - A History of the Quincy, Omaha & Kansas City Railroad Company. pp. 1 - 2.

⁵ Shepler, John N. The Milan Standard Souvenir Edition. Milan: The Milan Standard, 1895. pp. 27-28

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boarding the train to go to Green City to help lay a cornerstone, old Civil War veterans riding the train to Kirksville to attend a reunion and of small boys being warned not to play marbles around the depot. Also, the depot was the site of orphans from the East arriving to be parceled out to various families. In the early 1900's the main street from up town, (Third Street) was cobblestone down to the depot, and passengers complained of the jostling endured while being transported to and from the Hotel Stanley by hack. The dispatcher was also the telegraph operator in the depot and people gathered there to receive both happy and sad messages. This was especially true during World War I, when the dreaded message often arrived. Sometime around the turn of the century, the Burlington Line (running north and south through Milan) moved their passenger and freight business to the OK depot. That made it more convenient to transfer passengers and freight.

A number of destructive fires had visited the town since its inception, and during the 1890's most of the wooden buildings around the square were replaced with two-story brick buildings. Material for the bricks was found in the many clay pits scattered over the county and two brick plants in Milan produced over 3,000 bricks a day. Many of the brick buildings were the work of local contractor Emanuel G. Kern, who the Milan Standard extolled as "the greatest designer, contractor and builder in North Missouri. His 28 x 90 foot shop has a dry kiln and the best machinery." ⁶

By July 1897, the Milan Republican optimistically reported that Milan was recognized by the QO&KC as the proper place for a division headquarters. Railroad officials apparently assured the citizens of Milan that, if they would subscribe \$15,000 for the construction of a round house, general headquarters building, and coal chutes, their "chances would be good" that the division headquarters would be located in the town.⁷

Over three hundred County citizens subscribed the required \$15,000, including Isaac Guinn, Addison Payne Sr., and Caleb Payne, who headed the list with their contributions of \$500 each. In October 1897, according to the Milan Republican, QO&KC general manager Savin and Superintendent E. C. Soule visited Milan

...and located headquarters for the general offices on the lot east of Ike Guinn's livery barn, and the work of clearing the grounds began immediately after dinner. By Tuesday night the excavating was finished. The building will be 38 x 84 feet, two stories and basement, with 18 rooms. About forty or fifty clerks will be employed.⁸

However, because of the railroad company's change of ownership and reorganization, the division

⁶ Milan Standard, November 9, 1895, and June 16, 1901

⁷ Milan Republican, October 5, 1899.

⁸ Milan Republican, March 4, 1897, and October, 1897.

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office was never moved to Milan, but the round house, repair shop, and coal chutes were completed and employed approximately 200 men. The prosperity which began with the railroads continued. Businessmen derived their income from two primary sources--the railroad industry and trade with the rural area. In 1905, 495 carloads of merchandise were received in Milan and 444 cars of commodities were shipped out. The King Buggy Shop kept from 50 to 100 buggies, surreys, spring and road wagons on hand. Other establishments included a furniture and undertaking business; millinery; jewelry; saddle and harness shops; a music store selling organs, pianos and sewing machines; a photograph gallery; hardware; general merchandise and produce houses. Services available were those of attorneys, doctors, dentists, abstracters, banks, newspapers, blacksmiths, barber shops, hotels, restaurants, dray service and livery barns. ⁹ The Harmon Theater and Opera House featured entertainment by traveling theater groups

Milan also continued to serve as an active junction point, with four mail and passenger trains stopping daily and sixteen trains arriving and departing on a regular basis. In 1900, Milan, with a population of 3,000, was the largest town in the county. It was connected to the smaller towns, not only by roads and railroads, but also by telephone and mail service. Since Milan owned an electric power plant, most business houses and some residences enjoyed a limited amount of electricity for lighting. City water was also available on a limited basis. The streets around the courthouse and down to the depot were covered with cobblestones. The courthouse burned in 1908 and the building which had been constructed as a division office, served as a courthouse until 1940 when the present courthouse was erected.

During World War I the depot was a hub of activity as families bid farewell to inductees leaving for training camps. Those were also the years of the flu epidemic and many families claimed bodies at the depot. The livestock yards were crowded with mules and horses being shipped to fill requirements for the army.

After a short post war recession business again boomed in Sullivan County. Carloads of lumber arrived as construction resumed--including the Chas. Rice Lumber Yard and St. Mary's Church. In 1921 the Farmers Cooperative Shipping Association figures showed a volume of business totaling \$292,000. The August 25, 1904, issue of the Milan Republican, calls attention to the importance of the railroad industry and points out the fact there were about 300 men employed locally, including engine and track men who had their runs in and out of Milan.

During the economic depression era--the late 1920's and 1930's--the railroad provided a different type of service. In 1933 a local paper reported shipments to the County Relief Office consisting of 1,810 yards of muslin, 628 yards of print, 100 yards of shirting and 100 yards of flannel. From this

⁹Crumpacker. Vol. II, pp. 3 - 88.

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material, women working in the county sewing room made clothing for the needy. Local papers regularly reported the names of young men leaving to seek employment with the Civilian Conservation Corp.¹⁰

By the time of the Great Depression, the OK Line's economic health was already in jeopardy. The O.K. railroad--primarily a farm-to-market route--had never been very profitable. In 1927 the old paint shop and company stockyards were dismantled and shortly after that the machine shops were moved from Milan. The OK Line closed between Kansas City and Milan in August 1939 and the tracks were removed. That ended the period of railroad significance for the Milan Depot. Walter R. Shrodes, a dispatcher at Milan, wrote in the Milan Republican, "As the work train came into Milan on its last trip and the rails were taken up behind it, a shadow came over the countenances of many of the men whose lives had been spent on the old "OK" and sadness and regret prevailed. The old line had been their livelihood for 20, 30, 40, and more years, and something had gone out of their lives which could never be again"¹¹ Concerning the closing, W. O. Wilson wrote "When the service stopped, the road had seen fifty-nine years, ten months, and twenty-one days' service."¹² Limited local service continued between Quincy and Milan for a few years, and in 1950 the rails west of Kirksville were removed

ARCHITECTURE

The history of railroad stations was a century-and-a-half old in 1882 when the Milan depot was built. Created as the solution to a new architectural problem, depots had by then passed through experimental and mature phases. The American depot for the first third of its life imitated European stations. During the first few decades of the railroad station's development, so many experiments were being conducted that the evolving station types eluded ready classification. Cesar Daly, editor of the Revue General de l' Architecture made the first attempt in 1846 to reduce to order the proliferating chaos of station types. He claimed there were only four, if stations were classified according to the arrangements for entering and leaving them: (1) head type, arrival and departure in a single building across the end of the tracks; (2) two-sided or twin type, with arrival and departure handled on opposite sides of the tracks; (3) "L" type, with arrival at the end of the tracks and departure at one side or vice versa; (4) one sided combination type, with arrival and departure on one side of the tracks.¹³

¹⁰ Crumpacker, Vol. II, pp. 88-188.

¹¹ The Milan Standard, December 27, 1990.

¹² Cooper and Johns, Hogback Road, pp. 45-59

¹³ Meeks, Carroll L. V. The Railroad Station - An Architectural History. New Haven, CT and London, England: Yale University Press, 1964. pp. 29 - 31.

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Milan Railroad Depot (*preferred*)
Sullivan County, MO

According to Daly's classification, the Milan depot would be classified as the one-sided combination type--a type first used everywhere in the world and that has never become obsolete. The advantage of the one-sided combination type for small railroad companies was to save passengers arriving or departing from either direction from having to cross the tracks. Instead, the trains were switched across the lines, a complicated business which worked well enough until the number of trains became too great. The trains arriving in Milan were able to switch tracks so the depot was accessible to both passengers and freight.

The Milan Depot fits the standardized design adopted by most railroad companies. That combination design not only accommodated the passengers and freight, but also served as a corporate symbol with its easily recognized structure and color. By standardizing the design of depots, the companies could save on construction costs and still use some modifications to fit specific locations--exemplified by some of the unique features of the Milan Depot such as the drive-thru portico at the west entrance. The combination style is typical of the depots built in small towns across the country. Douglas states: "The railroad station itself was always one of the most distinctive buildings in any small community. It was as easy to pick out by its style as the courthouse or (in later years) the post office."¹⁴ Because the depot was the hub of community activity and the first impression travelers received, it was important to both the town and the railroad company to provide an attractive, convenient station.

SUMMARY

The Milan Depot, with its wide overhang and dispatcher's bay window is typical of the many depots built in the same era across the small towns of Missouri. These depots were required to handle both freight and passenger services out of a single building, so the combination style comprised of a waiting room, dispatcher's office and freight room was the most common. The Milan depot with its drive-thru portico on the west may differ slightly, but Milan, being a county seat and also a junction point, perhaps received a structure a bit more elaborate than the strictly utilitarian depots in smaller towns.

During the Depot's years' of significance, 1882 to 1939, Milan grew from a small frontier village to a population of 3,000 and then declined as the importance of the railroad declined. In addition to the growth and decline in population, Milan experienced World War I, financial boom and depression during the period of significance. After the demise of the railroad industry and because of other economic factors, the population dropped to 1600 in 1980.

¹⁴ Douglas, George H. All Aboard!: The Railroad in American Life. New York: Paragon House, 1992. p. 271.

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Milan Railroad Depot (*preferred*)
Sullivan County, MO

Traveling from the town square east on Third Street, the Milan Depot is as visible today as it was when first erected. The inside of the building is as well preserved as the outside. The depot and 50 feet of tract represent the period of significance and exhibit a high level of integrity with its original appearance and furnishings. This one hundred thirteen year-old depot is surely one of the best preserved depots in the State and one of the few surviving symbols of what was a thriving industry and lifeline of growth and prosperity not only for Milan, but for most of the rural Midwest. Recognition of the historic value of this depot through inclusion in the National Register of Historic Places would help ensure continued preservation of it, as well as of other historic buildings in the area associated with the railroad industry.

* * * * *

Ora Franklin of Grandview, Missouri, writes the following: "...my grandfather W. B. Green, helped build the Milan depot and many of the OK's bridges. I will never forget Jack McCarty as an engineer. He was always so sharp looking in his striped overalls, railroad cap and red bandana around his neck. A jitney served the Stanley Hotel in Milan. It met all the trains, and would take travelers to the hotels in Milan or to your home. A black man drove it. In the Milan depot, the pot bellied stove was always surrounded by sawdust and ashes, wooden bench seats. Timetables were chalk blackboards affixed to the west wall." ¹⁵

In 1982, the Burlington Railroad Company sold the depot to the Sullivan County Historical Society for \$1.00. In 1983 the Society did some repair work on the building and painted it--restoring it to its original color and condition. The work was performed as a Green Thumb Project and the depot was officially dedicated as a Railroad Museum in 1984.

¹⁵ Cooper and Johns. p 44.

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Milan Railroad Depot (*preferred*)
Sullivan County, MO

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New York: John Wiley and Sons, 1893.

Cooper, Ralph and Michael R. Johns. Hogback Road - A History of the Quincy, Omaha & Kansas City Railroad Company. N.p., 1983.

Crumpacker, Gladys Wells. The Complete History of Sullivan County, Missouri. Volume I & II.
Edited by Robert Wood Wilson. Milan: History Publications, Inc. 1977.

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Sloan, Marie. "The Landscape and Railroad Depot at Milan, Missouri"
(Typewritten paper prepared for course Material Folk Culture, University of Missouri, Columbia. Fall Semester, 1986). Copy on file with the Missouri Cultural Resource Inventory, Jefferson City, Missouri.

NEWSPAPERS

The Milan Republican. (Microfilm). 1882 - 1944. On file in Sullivan County Memorial Library, Milan, Missouri.

The Milan Standard. (Microfilm). 1903 - 1978. On file in Sullivan County Memorial Library, Milan, Missouri.

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Milan Railroad Depot (*preferred*)
Sullivan County, MO

RECORDS

Quit -Claim Deed transferring the Milan Railroad Depot and plot of land from the BURLINGTON NORTHERN RAILROAD COMPANY (successor to the railroad operations of BURLINGTON NORTHERN, INC.) to SULLIVAN COUNTY HISTORICAL SOCIETY, INC.
November 16, 1982.

Minutes of Meetings of Sullivan County Historical Society. September 27, 1974 - April 3, 1995.

ATLAS

An Illustrated Historical Atlas of Sullivan County, Missouri. Chicago: Edwards Brothers of Missouri, 1877. Reprinted by Sullivan County Historical Society, Genealogy Committee: Milan, Missouri, 1981.

INTERVIEWS

Downing, Mike. Custodian of Milan Railroad Depot: Milan, Missouri. May 3, 1995.

McCarty, Joe. Local Historian: Milan, Missouri. April 27, 1995.

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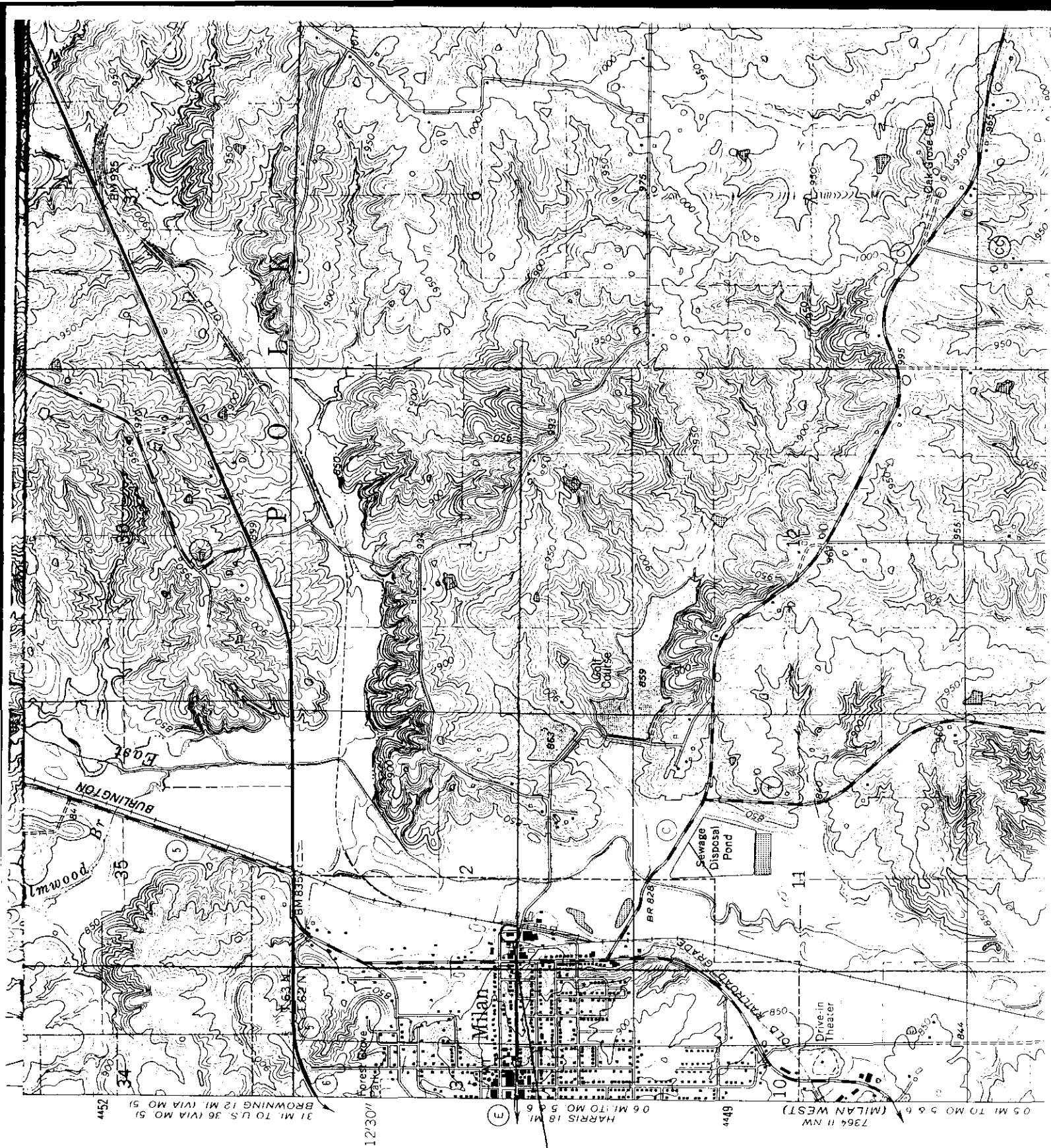
Milan Railroad Depot (pre
Sullivan Coun

Verbal Boundary Description

Beginning at the northeast corner of the intersection of Short Street and Third Street, proceed east along the northern right-of-way of Third Street seventy-five feet; then proceed north 130 feet; then proceed west seventy-five feet; then proceed south along the eastern right-of-way of Short Street 130 feet to the point of beginning.

Boundary Justification

The boundary has been drawn to correspond to the parcel acquired by the Sullivan County Historical Society in 1982; this parcel contains those properties which retain integrity and which are most closely associated with the area and period of significance: the depot and the hand-car storage shed, as well as noncontributing railroad caboose. The area to the north and east of the depot no longer retains integrity and was not historically associated with the depot.



MILAN RAILROAD DEPOT
 SULLIVAN COUNTY, MO
 15/490170/4450040



Milan Railroad Depot
Sullivan County MO
Betty Cochran

April 1995

Sullivan County Historical Society, N. Water St., Milan MO
Camera facing Southwest (showing depot, storage shed, caboose)

#1



Milan Railroad Depot

Sullivan County mo

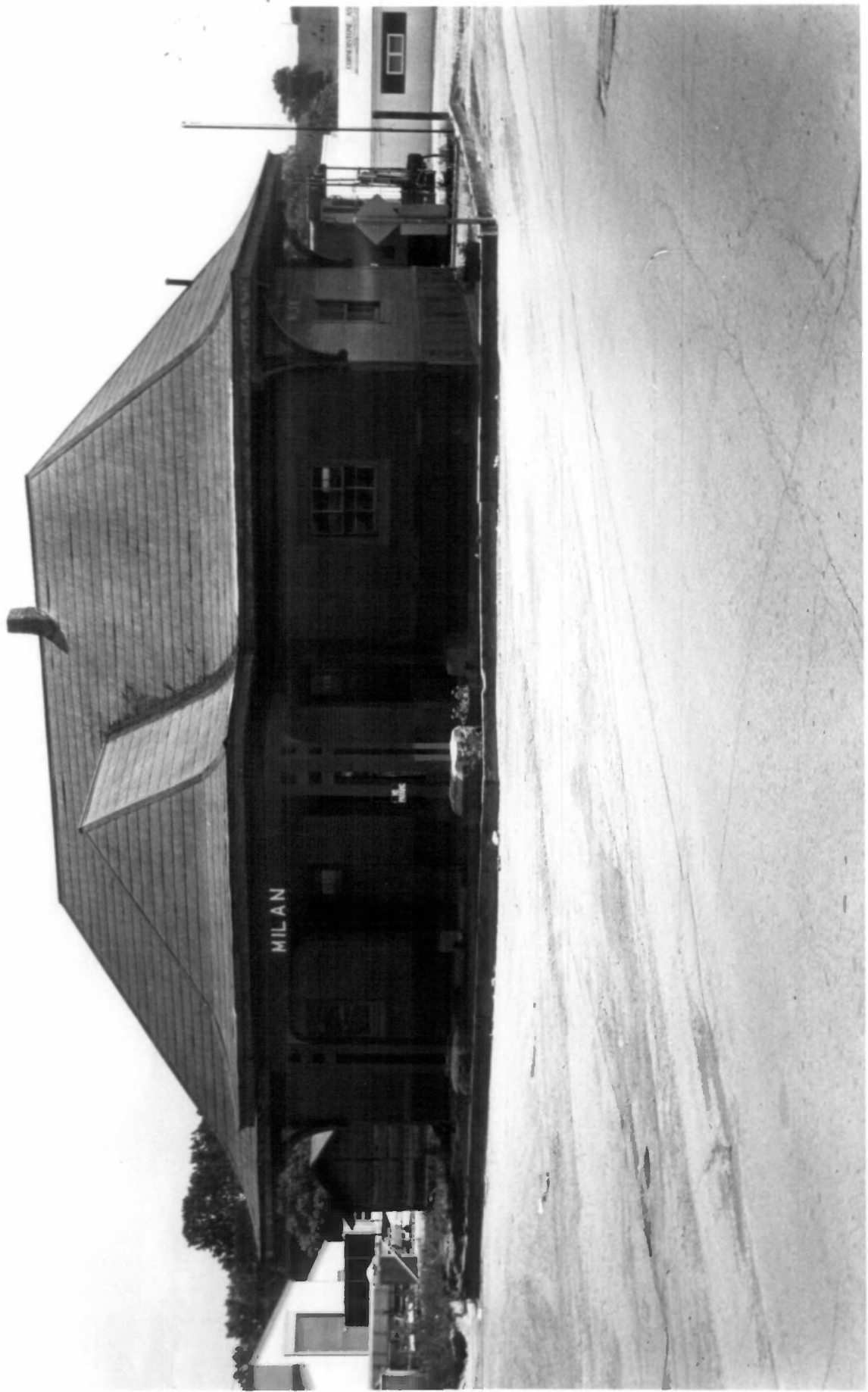
Petty Cochran

Apr. 1 1995

Sullivan County Historical Society, W. Water St., Milan mo

Camera facing northeast

2



Milan Railroad Depot
Sullivan County MO
Steven E. Mitchell

May 1991

Missouri Cultural Resource Inventory
camera facing northwest (telegaspee's bay)
#3



Milan Railroad Depot
Sullivan County Mo
Steven E. Mitchell

May 1991

Missouri Cultural Resources Inventory
Camera facing northeast

#4



Milan Railroad Depot

Sullivan County MO

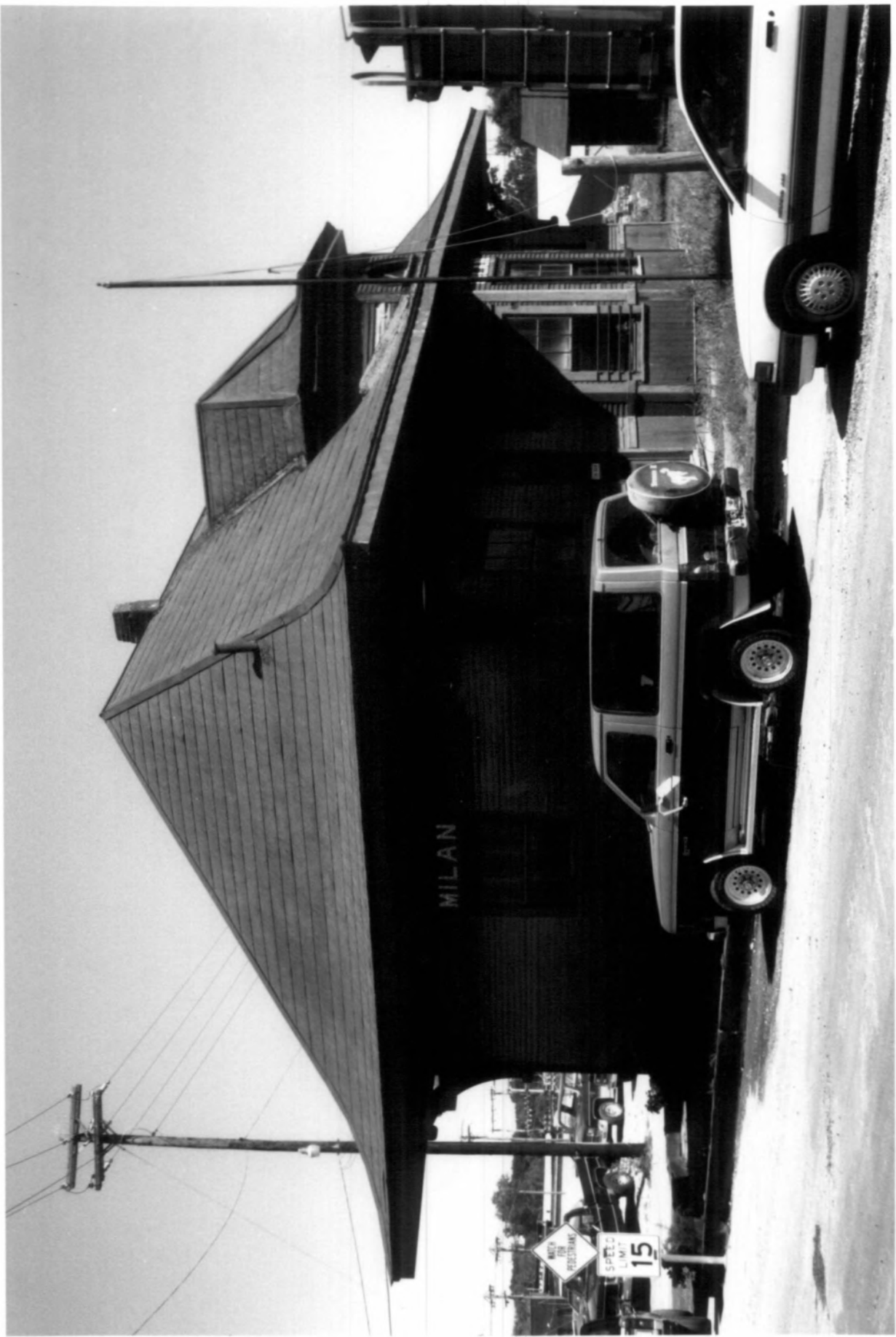
Steven E. Mitchell

May 1991

Missouri Cultural Resource Inventory

Camera facing northwest

#5



Milans Railroad Depot
Sullivan County MO
Betty Cahoon

Apr. 16, 1995

Sullivan County Historical Society, N. Water St., Milan MO
camera pointing east - dispatcher's office

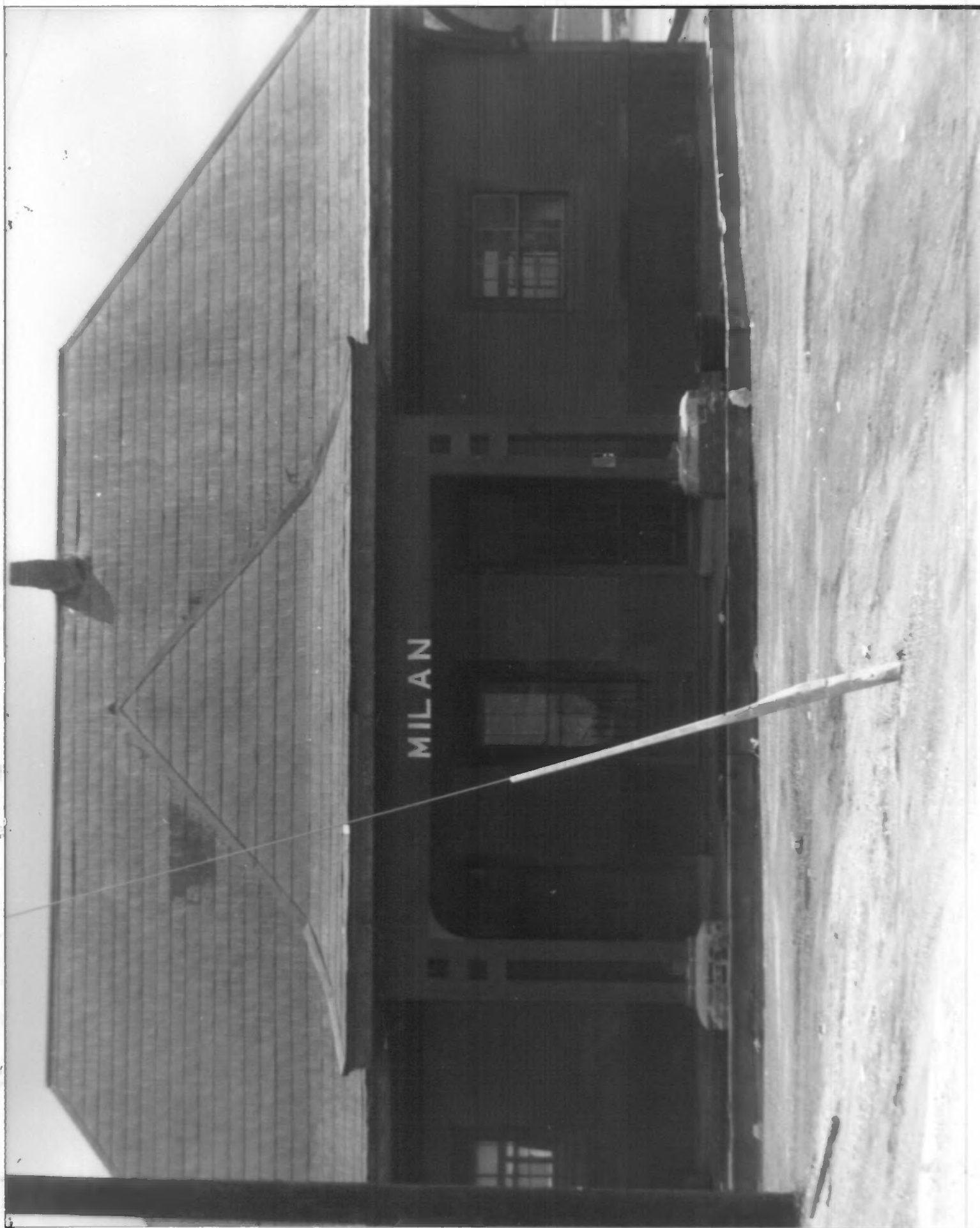
#6



EXTRA
PHOTOS



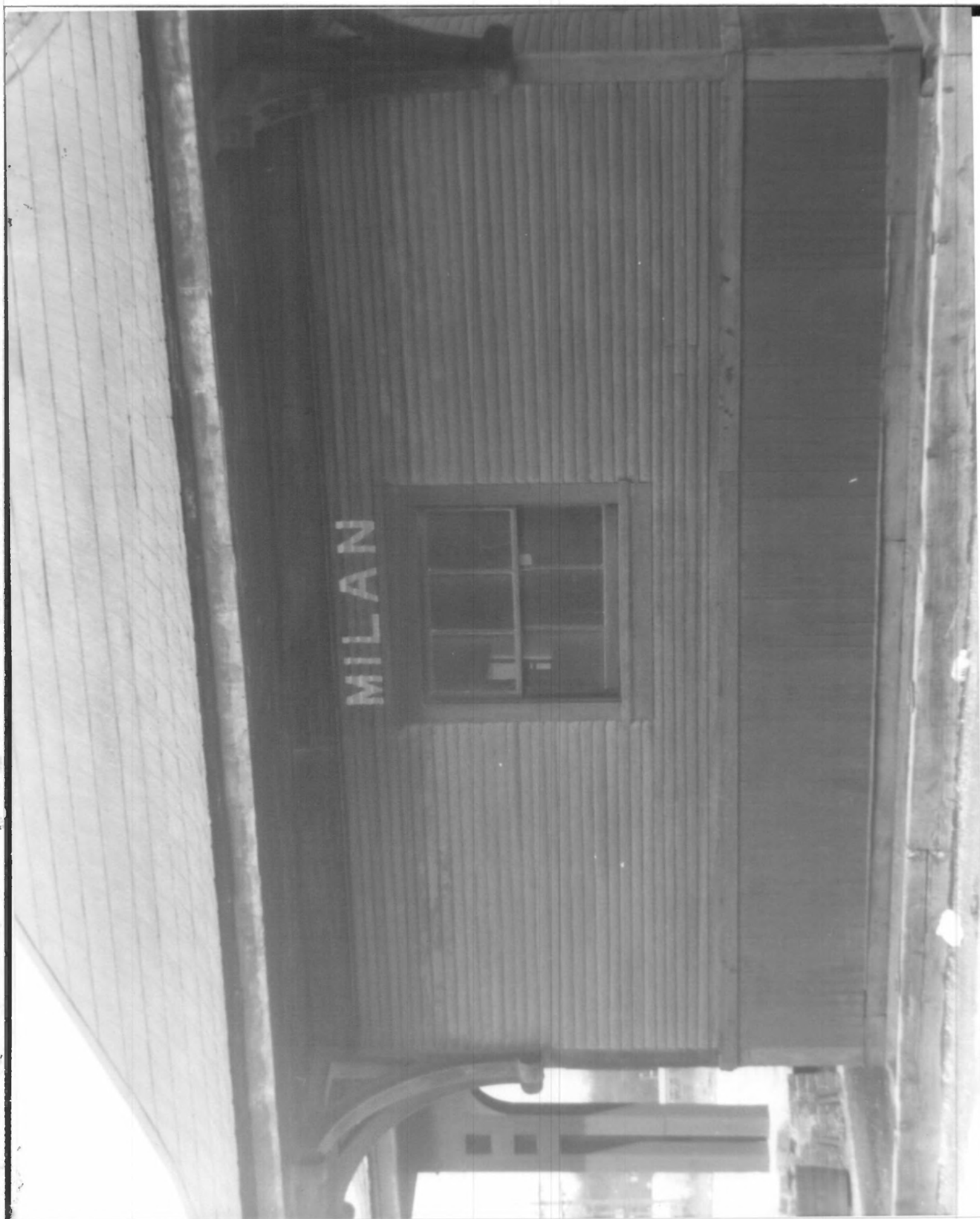




MILAN



















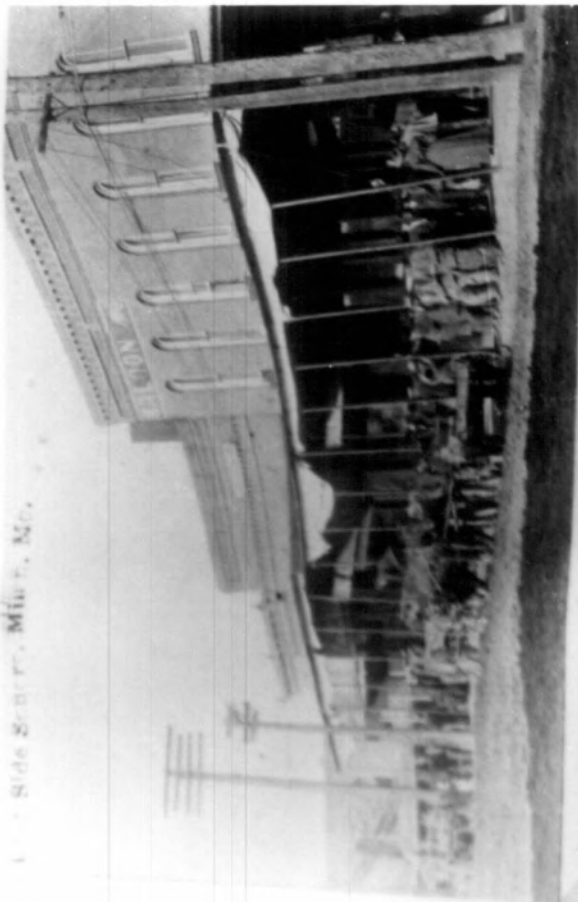




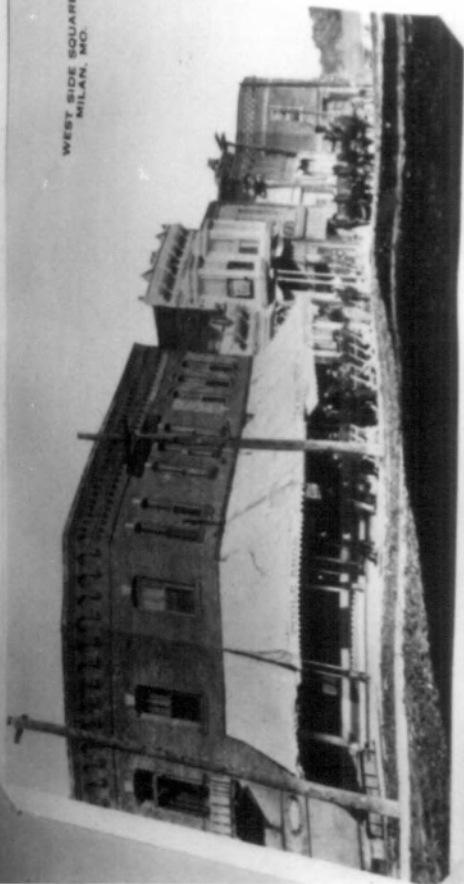
NORTH SIDE OF SQUARE.
MILAN, MO.



EAST SIDE OF S. ST., MILAN, MO.



WEST SIDE SQUARE.
MILAN, MO.



SOUTH SIDE OF SQUARE.
MILAN, MO.

